

Message Text

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SUBJ: CCMS ROAD SAFETY ACCIDENT INVESTIGATION

REF: STATE 60625

FOLLOWING IS TEXT OF OECD DOCUMENT RR/SC/WD/75.7 ON
INTERNATIONAL PROJECT ON IN-DEPTH ACCIDENT INVESTIAGION:

QUOTE

I. BACKGROUND

1. AT ITS 13TH SESSION, THE DELEGATES OF THE STEERING COMMITTEE
CONSIDERED DR. CAMPBELL'S (CANADA) PROPOSAL TO SET UP A WORKING
GROUP TO CO-ORDINATE IN-DEPT ACCIDENT INVESTIGATIONS UNDER-
TAKEN IN MEMBER COUNTRIES TAKING ACCOUND OF THE STUDIES CARRIED
OUT BY NATO'S CCMS (COMMITTEE ON CHALLENGES TO MODERN SOCIETY)
AND THE DISCUSSIONS OF THE ECMT ROAD SAFETY COMMITTEE. THE
CANADIAN PROPOSAL SEE ANNEX 2, RR/SC/WD/74.35
REVISED) WHICH INCORPORATES THE RECOMMENDATIONS OF GROUP S1
ON THE BIO-MECHANICS OF AUTOMOBILE ACCIDENTS (RR/S1/70.1

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OF 29TH MAY 1970) IS AIMED AT SETTING UP A NEW GROUP WHICH

WOULD:

-GUIDE THE DEVELOPMENT, TESTING, AND IMPLEMENTATION OF AN INTERNATIONAL PROTOCOL (BASIC DATA FORM) FOR IN-DEPTH ACCIDENT INVESTIGATIONS;

-ESTABLISH A METHOD TO ENSURE THE INTERCHANGE OF INFORMATION OBTAINED FROM ACCIDENT INVESTIGATIONS EITHER BY USING COMPATIBLE DATA CENTRES OR BY ESTABLISHING A COMMON DATA SOURCE.

THIS GROUP, WOULD HELP TO DEVELOP TECHNIQUES FOR USING ACCIDENT DATA MORE EFFECTIVELY IN DEVELOPING TRAFFIC SAFETY MEASURES.

2. AFTER DISCUSSION THE STEERING COMMITTEE ENTRUSTED ITS BUREAU WITH THE MANDATE TO STUDY THE POSSIBILITIES FOR ORGANIZING INTERNATIONAL COOPERATION IN THIS FIELD AND TO REPORT BACK AT THE NEXT SESSION.

II. AIM AND JUSTIFICATION OF THE PROJECT

3. THE BASIC OBJECTIVE OF THE PROJECT IS:

(A) TO COLLECT DETAILED ACCIDENT DATA USING SPECIALIZED TEAMS MADE UP, FOR EXAMPLE, OF DOCTORS AND AUTOMOBILE ENGINEERS WHO WOULD RECORD, EVALUATE AND QUANTIFY ALL THE FACTORS INVOLVED IN AND CONSEQUENCES OF THE ACCIDENT (THE VEHICLE, ROAD USERS-CAR PASSENGERS OR OTHERS);

(B) TO RECORD AND ANALYSE DATA, ACCORDING TO A PROCEDURE LAID DOWN BY AN INTERNATIONAL PROTOCOL ON ACCIDENT INVESTIGATION, WITH A VIEW TO IMPROVING VEHICLE SAFETY DESIGN AND INCREASING THE EFFECTIVENESS OF PROTECTIVE DEVICES FOR ROAD USERS. LATER ON, THE SCOPE OF THE STUDY COULD BE EXTENDED TO INCLUDE PSYCHOLOGICAL ASPECTS, ROAD DESIGN AND TRAFFIC OPERATION, ETC.

4. THE BENEFITS FROM SUCH A PROJECT, CO-ORDINATED AT INTERNATIONAL LEVEL WOULD BE CONSIDERABLE; EACH COUNTRY WOULD HAVE AT ITS DISPOSAL ALL THE ACCIDENT DATA ANALYZED AND PROCESSED IN THE COUNTRY OF ORIGIN AND WOULD THUS BE ABLE TO INCREASE ITS UNCLASSIFIED

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DATA SOURCE TO A CONSIDERABLE EXTENT. THE ADVANTAGE OF THIS TYPE OF IN-DEPT STUDY AS COMPARED WITH GENERAL ACCIDENT STATISTICS PROVIDED BY THE ECE, GENEVA, WOULD BE TO MAKE IT POSSIBLE TO ANALYZE ACCIDENTS ON THE BASIS OF EXACT AND DETAILED SCIENTIFIC DATA; THESE DATA BEING SUFFICIENTLY NUMEROUS DUE TO THE POOLING OF THE RESULTS OF NATIONAL SURVEYS.

III. PROPOSED IMPLEMENTATION

5. THE OBJECTIVES SET NECESSITATE THE CREATION OF A LONG TERM COOPERATIVE PROJECT, THE IMPLEMENTATION OF WHICH COULD BE PLANNED AS FOLLOWS:

PHASE 1: PREPARATORY WORK

- IDENTIFY AND APPOINT NATIONAL TEAMS (SEE FOOTNOTE NO 1);
- DESIGNATE A CENTRE FOR EACH PARTICIPATING COUNTRY WHICH WILL BE RESPONSIBLE FOR THE CONTINUITY OF THE WORK AT NATIONAL LEVEL.

PHASE 2: PREPARATORY WORK BY THE REPRESENTATIVES OF NATIONAL CENTERS WITH THE AIM OF:

- APPROVING THE BASIC DATA FORM BY AMENDING, IF NECESSARY, THE EXISTING PROTOCOL (REPORT NO 26 OF CCMS, JULY 1974);
- TESTING THE PROVISIONAL PROTOCOL WITH THE AIM OF PERFECTING IT;
- APPROVING AN OPERATIONAL PROTOCOL.

PHASE 3: OPERATIONAL WORK

- AGREE ON A MINIMUM PROGRAM OF ANALYSIS OF CERTAIN ROAD SAFETY ASPECTS;
- HARMONIZE IN-DEPTH SURVEYS IN PROGRESS IN PARTICIPATING COUNTRIES AND, IF NECESSARY, DIVIDE UP THE SUBJECTS ACCORDING TO NATIONAL INTERESTS.

PHASE 4: EXCHANGE OF RESULTS AND ANALYSIS

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- ANALYZE, ON NATIONAL LEVEL, THE DATA COLLECTED BY THE TEAMS PARTICIPATING;
- EXCHANGE THE RESULTS OF THE ANALYSIS THROUGH THE INTERNATIONAL SECRETARIAT;
- IF NECESSARY, DISCUSS THE RESULTS AT INTERNATIONAL LEVEL TO DRAW CONCLUSIONS FOR RECOMMENDATIONS REGARDING PRACTICAL MEASURES TO BE TAKEN AND POSSIBLE FUTURE RESEARCH (SEE FOOTNOTE NO 2).

SUBSEQUENT STATES

DUE TO THE CONTINUOUS NATURE OF THIS PROJECT:

-BRING THE NATIONAL REPRESENTATIVES TOGETHER TO REORIENTATE
THE RESEARCH, TAKING INTO ACCOUNT THE RESULTS OBTAINED; BACK TO
STAGES 2 AND 3.

6. THE PROCEDURE DESCRIBED ABOVE IS DECENTRALIZED AND DOES NOT
INVOLVE THE CREATION OF AN INTERNATIONAL DATA BANK OR PROCESSING
CENTER, THE FINANCING AND MANAGING OF WHICH WOULD POSE
POLITICAL, LEGAL AND FINANCIAL PROBLEMS. (THIS SOLUTION
COULD HOWEVER BE STUDIED IF THE STEERING COMMITTEE CONSIDERS
IT WORTHWHILE). IN ADDITION, THIS PROCEDURE IS IN LINE WITH
THE POLICY PURSUED BY THE OECD ROAD RESEARCH PROGRAM. THE
WORKING METHOD EMPLOYED HAS PROVED ITS WORTH IN THE FIRST
THREE TRIENNIAL PROGRAMS AND COULD BE COMPARED WITH THAT USED
FOR INITIATING THE IRRD SCHEME. ONE OF ITS MAIN ADVANTAGES
IS THAT IT NEEDS LITTLE FUNDING AT INTERNATIONAL LEVEL.

FOOTNOTE NO 1: THE BUREAU'S ATTENTION IS DRAWN TO THE FACT
THAT THERE ARE ON A NATIONAL LEVEL SEVERAL TEAMS FROM THE
AUTOMOBILE INDUSTRY.

FOOTNOTE NO 2: THE STEERING COMMITTEE WOULD HAVE TO
DECIDE WHETHER IT WOULD BE FITTING TO PUBLISH OR DISSEMINATE
THE SCIENTIFIC RESULTS.

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